

TONOPAH DAILY BONANZA

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SLEEPING AT THE SWITCH.

Tonopah should wake up to the necessity of taking some concerted action to offset the demands of residents of Mineral county and Lyon county for a daylight train service between Tonopah and Reno. It is out of the question to consider a double service to meet the wishes of the dissatisfied element and therefore the question resolves itself into the single issue of continuing the present night service or discontinuing it for the benefit of a relatively small class of patrons. Tonopah has done nothing towards presenting its case to the departmental service commission, which would be justified in coming to the conclusion that the proposed change was not of any consequence to the business men of citizens of this region. Less than three days remain in which to submit a protest from the mining interests. Reno has taken action by solemnly objecting to any change in the time which would handicap the close relationship which has been developed under the present train service. Reno expects to go to the ground that a resumption of the daylight train would greatly disturb the business interests of that city. Under existing arrangements a man can leave Reno in the morning, transfer his business in Tonopah and be back at his office the following morning with the loss of only one day. The same argument applies to the mail service. Letters written there one day, leave a reply the next day from Reno and shorten postal communication. The same applies to business interests of Tonopah. The loss of the present means of reaching the east without resorting to the telegraph, which is an expensive and unsatisfactory mode of communication. Millions of dollars of eastern money have been invested in Nevada and it is up to the taxpayers of this state to protect the investments of the campers. The proposed change is a gross injustice to the people of Tonopah and should be rejected. If there is any crying demand for a change the requirements of travel would be met by restoring the sleeping car service. A single sleeper would be added to the train and passengers permitted to occupy their berths until 7 o'clock each morning. However, it should be impressed on Tonopah patrons that unless some concrete action is taken the public service commission will only accept change as an acquiescence in the proposed change. A decision should be taken immediately. The summer is at hand and nobody wants the long hot ride over the desert in any time but should this change be ordered Tonopah will have its own kettles of blame for the infliction.

POLICE AND PROHIBITION

Bishop Huntington is to be commended for stepping in and acting on the proposed appointment of a pastor in his diocese accepting appointment as inspector of police with the object of enforcing the prohibition law. The church has always commanded the respect of the people of Nevada through its undeviating rule of refraining from playing politics and pointing the usefulness of its activities to disseminating the gospel and kindred activities. Gunshotting against other holders of liquor is not within the legitimate province of the church and a wholehearted support for the cause of that institution should prompt only remedial measures. The church draws its support from publicans and Pharisees, democrats and republicans, consumers of liquor as well as advocates of the dry gospel, and it would be a magnificent proceeding to lower the church in the estimation of the masses by having a cleric pose in the role of policeman during the week while on Sunday he would minister from the altar and preach to a religious congregation. Happily for the church the representations of Bishop Huntington prevailed and the appointment was declined.

PROHIBITION PARASITES

The existence of a state police does not always imply that the personnel is of the highest order of citizenship. The Bonanza has had occasion to refer before to the dismissal of two members of the Nevada State Police who were best fitted and most fearless in the execution of their duty. These were Inspector Percival Nash and Lieutenant Newgard, whose activities need no endorsement. They did their duty and did it well, receiving in return letters of dismissal without having charges preferred. The extent to which a state constabulary can follow its own hand is demonstrated by the experience of Colorado where the police have grown into such disfavor since the adoption of the anti-dry law that the members are openly charged with forming the greatest aggregation of bootleggers in the Centennial state. They are the traffickers in alcoholic beverages on a scale that is incredible. They confiscate contraband for their own use and then turn around and dispose of it to ready buyers who are again arrested and the goods restored to the police for a repetition of the same. The story as printed by a Denver paper constitutes a stark exposure of the infamous traffic in the article which is given in full as follows:

"Shortly after Cliff Wilder was appointed chief of the constabulary, the Democrat in commenting on the arrest of some people on the highway and the confiscation of the booze they carried in their automobiles, stated that the constables disappeared in the high grass and that the gurgling of the uplifted jug was heard as the precious liquor was sucked down."

"When the Gates Caravan, en route from Wyoming to Colorado Springs, was confronted by Hans Armstrong, practically all of the liquor confiscated found its way to Governor Shoup's friends in Colorado Springs. Police Chief Armstrong has known all the time that the state constabulary was bootlegging and highjacking and that none of the stuff captured was disposed of according to law, and it was distributed in part to friends of the state administration and that the rest was turned into money by the constabulary. Shoup, of course, knew all about this because he and his friends have been the beneficiaries."

"Now Armstrong has run in a bunch of the constables, having

laid his plans to get them with the goods on. A constable named Williams and several of his pals were engaged in holding up people who had private stocks of liquor under the direction of Armstrong. Williams was caught with marked bills. Tens of thousands of dollars have been extorted by the constabulary from innocent citizens. Still larger sums from criminals and highjackers and bootleggers and the liquor confiscated has been resold so that the same rule could be played over again with the purchasers. This and the sale of the state uniforms to personal friends of the administration constitute the most glaring scandals that have occurred in the history of Colorado.

USE AIRPLANE TO SOUTH POLE

(Correspondence Associated Press) LONDON, Feb. 18.—The British expedition to the South Pole, which plans to start in July next, will use a "Kangaroo" airplane, formerly a racing machine, for the final stage of the journey. This plane will be fitted with ski instead of wheels to enable it to land in the snow. The aircraft will make its actual start from the Great Barrier and will proceed to the South Pole over the great glacier, and then across known and unnamed mountains.

It is proposed to take a crew of not less than four, in addition to which a sledge containing a tent, stove, cooking stove and camp equipment and provisions for at least four weeks must be carried. These provisions and the sledge necessary in the event of an accident which might compel the party to return to the base on foot, will weigh approximately 150 pounds.

This weight, together with the necessary fuel for a 1,500 mile flight, necessitated a big powerful machine, as the mountains to be flown over are 12,000 feet above sea level.

The "Kangaroo" was one of the latest fighting bombers designed for the British air ministry, and at the time of the armistice was largely used in the anti-submarine patrol service. The machine is a biplane measuring 75 feet from wingtip to wingtip, and is fitted with twin engines developing 550 horsepower.

One great trouble to be overcome in the question of cooling, or rather the heating of the engine, as the temperature which will be experienced at only 12 degrees above zero in summer, and experiments are now being carried out with a view to overcoming the difficulty.

TALL MEN NEEDED FOR KINGS GUARDS

(Correspondence Associated Press) LONDON, Feb. 2.—King George's bodyguard which before the war consisted of 200 Grenadier Guards, the pride of the regiment, averaging 6 feet 4 1/2 inches in height and 211 pounds weight per man, now musters only 18 such men. An urgent appeal is being made for 200 tall men to make up the strength of the guard.

BRAZILIAN NAVAL CHIEF PROMOTED

(Correspondence Associated Press) RIO DE JANEIRO, Jan. 26.—Rear Admiral Pedro Marques de Frontin, recently director of the navy war school, and who commanded a Brazilian naval division in European waters during the recent war, has been appointed chief of the Brazilian naval staff. He succeeds Admiral Gomez Pereira.

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